

The Hood River Glacier.

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VICTROLA

Christmas Cheer for All—Let Your Own Judgment Decide

When practically without exception the artists who draw the largest audiences in opera or in concert, whose names in every land are synonymous with artistic achievement, make records for one particular talking machine, there is only one reasonable conclusion, namely that that instrument is, in the opinion of these artists, the one best medium through which their art may be perpetuated. When, in addition, the public, final judge of all human enterprise, confirms the artists' choice, there is little room for argument.

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Come and hear the December Victor Records.

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Satisfactory Service

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Shay's SERVICE Shop

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FASHION STABLES

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WOMEN ARE THE SPENDERS OF THE NATION—BUT

they are the savers too. Many a man will tell you he never saved money until he was married.

Modern women have a checking account and pay their household expenses by check.

We shall be glad to discuss checking accounts with you.

USE ALL OF OUR SERVICE.



**THE FIRST
NATIONAL BANK**
HOOD RIVER, ORE.

What happens if I do not make a will?

If I leave a widow and one or two children, what part of my estate may each receive?
If I leave a widow and my mother, but no children, what part of my estate may each receive?
If I leave a brother and my father, what part will each take?

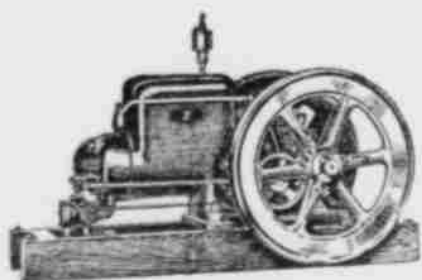
If I leave a widow and one child and make and hold a deed to my wife for all my property to be delivered after my decease?
If I leave minor heirs will there be expense or inconvenience that a will might obviate?

The subject of "Descent and Distribution of Property" is full of possibilities and the prudent man puts his house in order while he is in good health and of sound and disposing mind and memory.

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COMMENT ON CREW ARTICLE

C. R. BONE MAKES SUGGESTION

Each Purchaser of Land, Says Pioneer Developer, Should Take Both Improved and Uncleared Acreage

An article recently written by C. C. Crew, secretary of the Commercial Club, for the series being run by the Portland Telegram for the purpose of stimulating community upbuilding, has attracted wide attention here. Mr. Crew's suggestion having been reprinted in the Glacier and this given the widest dissemination.

The local commercial club secretary, while he offers no solution, other than to suggest that the clearing of logged off land might be stimulated by applying the principal of national or state aid as in reclamation through irrigation, cites that one of the greatest needs of the Hood River valley is for an additional population and the clearing of logged off lands. For nearly a decade orchard development has remained practically at a standstill. The clearing of new land each year has remained nominal.

Mr. Crew's article was noted by C. R. Bone, pioneer orchard developer, who is especially qualified to indulge in expert comment. Mr. Bone, who since he began 25 years ago set out toward clearing the Hood River valley, until they had progressed to the point of returning living profit to purchasers and then to sell them to prospectors attracted to the pursuits of horticulture in the Hood River valley's environs, appealing from the standpoint of climate and surrounding natural scenery, says that those promoting sales of valley land have erred in pushing exclusive sales of improved land.

"The community itself would be better off today and buyers of property would have fared better," says Mr. Bone, "if each purchaser had been encouraged to take along with his acreage of improved land a percentage of uncleared property. The bearing acreage would at once furnish an income, and the purchaser would be able to apply all surplus time and resources toward clearing that portion of his property still in the rough."

"Indeed, this principle is our only salvation today. We can hope for no immediate relief from such reclamation project as Mr. Crew suggests. Orchard is still attractive to many men of limited means, if they could support themselves during the long period of developing fruit tracts. If we adopt a plan of selling improved acreage along with plots of adjoining uncleared land, we may see much of the logged-off acreage of the Upper Valley coming into cultivation within the next few years. If we take hold of the proposition in a constructive way, we may find a place in our newer orchard belts for a fair percentage of the ex-soldier population, who are in position to benefit from the state measure. Most of the large scale land colonization schemes for ex-service men, call for the application of heavy percentage of the loan money in tiding the beneficiary of the bonus law over his first few years of development. In the local case, where the soldier would own an acreage of bearing orchard, which would begin immediately to return an income, he would be free to apply a greater portion of his funds to the actual purchase price, and utilize his ready returns for current expenses and perhaps as an aid in clearing up his acreage of rough land."

"Not only have we logged off land in the Upper Valley, but we also have a considerable area of willow brush land, which can be cleared with comparatively little expense. This land is second to none for the development of strawberries, which will bring in immediate cash returns. Our Upper Valley country, where most of our available raw land is situated, has proven itself as commercially successful in the past few years. Capitalized land growers who have planted heavily the earlier varieties of apples found their returns gratifying. But, leaving apples absolutely out of our consideration, it offers excellent opportunity for the production of fruit trees, especially adapted to the area of available logged off land. Pear culture, too, has inducements that seem to be resulting in making it more popular here at present than the planting of late Growers, as they observe the immense area of commercial apples in nearly every section of the country, say that fatal diseases and climatic conditions have practically limited commercial pear growing to the Pacific coast. Dread fire blight and similar diseases, which have rendered pear culture unprofitable in the eastern area of the nation, have been kept out of the sections west of the Rockies."

"The Upper Valley land will be profitable if planted only to potatoes or to hay. It is practically all under irrigation, and irrigation systems have been constructed at comparatively nominal cost. As a region for successful hay and grain farming the Upper Valley offers more flattering inducements than does any eastern or central Oregon section. I do not see why such enterprising man could not turn this uncleared area into a profitable stock farm."

Mr. Bone, in his 25 years as an orchard developer here, has probably prepared and sold to different individuals an aggregate of about 500 acres of bearing tracts. He ended his comments by saying:

"We must practice, with regard to our land, the same policy that apple sales concerns have adopted. They make their extra fancy apples aid in the selling of their fancy C-grade stocks. When a buyer calls for a carload of apples, he is made to pay a good premium, if he demands the higher grade exclusively. He is encouraged to take along with the extra fancies, some of the lower grades in each car. If we have prospective settlers who demand exclusively land that has already been developed, let them have it, but make them pay a premium. Let's encourage, however, the policy of having the buyer take some of our uncleared land along with the income-producing, full-bearing acreage."

The formal investigation of the wreck was again taken up at Salem yesterday by authorities of the Public Service Commission. Reports subsequent to the inquiry at The Dalles last week are prone to attach blame to the rail line for failure to establish a telegraph station at the junction of the line with the Grand Trunk rail line.

By his own admissions at the hearing before the interstate commerce inspectors and officials of the railroad company at a public investigation last Friday night, Conductor Allison, of train No. 12, was shown to have departed from the junction at the south end of the S. P. & S. bridge without specific orders from the dispatcher's office in The Dalles, according to the Chronicle, of that city.

From questions by the interstate commerce inspectors and head officials of the system, as shown in the transcript of evidence, it was apparent that the conductor, who has been with the company for 32 years, was held at fault, although no findings have been made by any agency, and the investigation will not be completed, it is said, until the final testimony is taken from witnesses who are in the hospital at Portland.

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Motorcyclists Negotiate Highway

Vernon Murray, who Monday perpetrated as far as Viento over the High-

way, reported meeting two motorcyclists, who had left Portland at 4 a. m., en route to The Dalles. The men, whose names were not learned by the officer, passed through Hood River at 11:30 o'clock. They had been forced to take to the O. W. R. & N. track, they stated, at various points because the Highway grade was covered with slides.

TWO FAST TRAINS COLLIDE AT CELILO

One of the worst railroad wrecks in the history of the state occurred shortly after midnight last Thursday morning when the eastbound Spokane train No. 12 and westbound Oregon-Washington limited, No. 17, met in a head-on collision a half-mile east of Celilo. Ten persons were killed and 50 hurt in the resultant terrible wreckage.

The bodies of six trainmen and passengers were identified and removed to the morgue at The Dalles. Workmen engaged in clearing the mass of wreckage later came upon the bodies of four men near the forward end of train No. 17. They were believed to have been transients heating their way on the westbound train and it was considered probable that positive identification might never be made.

Eighteen of the more seriously injured were brought to Portland in a hospital car of a special train which was made up at The Dalles. They were met at the union station by ambulances and taxicabs and removed to St. Vincent's hospital, where railroad physicians and surgeons cared for them.

Three others were taken to a hospital at The Dalles, while still others were able to return to their homes or other destinations after their injuries had been bandaged.

News of the wreck was learned by local folk on reaching town Thursday morning. It was at first feared that Mrs. L. C. Baldwin, en route from Portland to Stanfield, to join her husband, might have been on No. 12. Friends of Rev. and Mrs. W. P. Kirk, who were returning from eastern Oregon points, feared they might have been on the train. One of the worst worried of local people however, was H. L. Fangle, who had received a telegram from his wife, announcing that she would leave Pendleton on No. 17. He spent nearly all Thursday trying to reach her by wire and finally learned that she had not caught the ill-fated train.

Those killed instantly or who died while being rescued were: Mrs. L. W. Walling, Amity, Or. L. J. Kirk, St. Paul, Or. A. H. McBride, marine mail carrier on train No. 12, assigned from the Spokane marine office.

George Brantow, 308 Going street, Portland, fireman on train No. 17. Jack Cole, aged 5, son of Mr. and Mrs. Lloyd Cole, of McMinnville, and grandson of Mrs. J. W. Walling, also a wreck victim.

C. J. Yarbrough, 713 South Second Street, Portland, negro porter on the train No. 12.

The more seriously injured were: Mrs. Lloyd Cole, McMinnville, both arms and legs fractured and internal injuries; condition critical. She is the mother of Jack Cole, who was instantly killed.

A. M. Ashe, aged 34, 933 East Madison street, Portland, injuries to leg.

R. J. Frye, aged 32, Heppner, Or., injuries to head and nose.

F. S. Rodewald, Minneapolis, injuries to face and nose.

Elmer Colburn, mail clerk of Spokane, both legs injured.

John D. Casey, Meacham, right ankle fractured.

Roy Hodges, aged 31, of Stanfield, Or., injuries to head, chest and legs.

John C. Gardner, engineer on train No. 17, fractured left leg and right shoulder.

Tom M. Allen, engineer on train No. 12, leg injuries and lacerated nose.

W. C. Thompson, 933 Mississippi avenue, Portland, right ankle scalded and injured shoulder.

Max Keppler, Ramsey, Mont., injuries to head, nose and shoulder.

S. B. Stevens, Condon, Or., scalp and leg wounds.

Mrs. Joseph Duncan, 663 East Fourteenth street, Portland, injuries to chest, wrist and eye.

C. D. Ingersoll, Minneapolis, injuries to nose and head.

Antone Cercely, Terrebonne, Or., injuries to back and head.

R. E. Folsom, Minneapolis, injuries to back and nose.

Mervin Terry, Visalia, Cal., injuries to head.

A. Adamson, Portland, right hip lacerated.

All of these were taken to St. Vincent's hospital.

With the Eagle creek bridge out, the through O. W. R. & N. trains were being detoured over the North Bank line. No. 12 had left the bridge of the S. P. & S line across the Columbia and was proceeding east.

The system is double-tracked at the point where the wreck occurred. No. 17 was occupying the track next to the bluff, contrary to custom, having been given the right of way as a freight was on the track next to the river. Ordinarily No. 12 would have been proceeding properly on the inside track.

HENRI THIELE TO HAVE TREE

CHRISTMAS CELEBRATION PLANNED

It is Proposed That Kiddies of the City Be Given a Time They Will Never Forget

John Baker stopped at the Glacier office the other day and proposed that the good fellows of the city should get together and arrange plans for carrying as much real Christmas spirit as possible to the children of the town. He especially urged that no poor family, with kiddies he overlooked.

Just the week before, Henri Thiele had proposed that he would erect at the Columbia Gorge hotel a huge Christmas tree and would welcome the folk of town and valley to the hostelry the afternoon and evening of Friday, December 23. It was suggested to Mr. Baker that all of the children, and especially the poorer ones, be escorted to the big tree by the afternoon of Mr. Thiele's Christmas tree.

Mr. Baker passed the suggested plans on to Truman Butler and the matter was broached to Mr. Thiele Tuesday when the lunch club was at the hotel for the noon meal.

"Just bring all of them along," said Mr. Thiele. "Your plans will be my plans."

And now a number of local folk are tentatively arranging to make Friday afternoon an occasion that children of the town will not soon forget. Indeed, it is likely that the event will reach the point where adults will be attracted and the big hotel will probably be thronged by more than an opening day last July.

CHRISTMAS SHOPPERS COME IN NUMBERS

Christmas shopping is in full swing in Hood River. Kept away from town for about two weeks by the snowstorm and blocked roads, residents of outlying points the past several days have been coming to the city in large numbers and the activity around stores has been gratifying. Mercantile establishments have laid in large stocks of holiday goods, and large windows and shelves are now burdened with attractive displays.

The holiday spirit is already in the atmosphere everywhere. The remaining snowbanks but add a touch of the necessary winter to make Christmas seem all the closer.

MT. HOOD LINE SUFFERS WASHOUTS

Because of a second washout on the line at Neal creek, where a section of fill was carried away by a clogged culvert, the Mt. Hood R. R. Company's line will be closed for the rest of the week. A work train and crew began repairs Monday on the Neal creek washout.

Crews of the Pacific Power & Light Co. and the rail line began Tuesday to repair the portion of grade washed out last week by flood waters of Hood river. The break occurred at a point where a dam of the power company spans the river, the flood waters eating out the embankment at the end of the dam. Repairs will be made by blasting off a rocky point jutting over the river.

LOCAL MEN MAKE GOOD IN METROPOLIS

Two Hood River boys who are making good in New York City are Donald Nickelsen, son of Senator and Mrs. J. R. Nickelsen, and Sigurd Nelson, son of Mr. and Mrs. Ester Nelson. The former is a surgeon and physician, who is prominently associated with several of the large metropolitan hospitals. Mr. Nelson, possessed of a mellow bass voice, who has been studying under New York masters, has recently returned from studies in European cities.

Dr. Nickelsen, who is a graduate of the University of Oregon and Rush Medical College, is surgeon and captain of the Ninth Regiment of the New York National Guard, surgeon for one of the large liability insurance companies and connected as surgeon with several of the larger hospitals. He is an operating surgeon at Bellevue and spends a portion of each week studying radium effects on cancer at the New York Graduate Hospital. Dr. Nickelsen, who left here Sunday following a vacation with his parents, is a member of numerous New York City clubs.

Mr. Nelson won his first recognition as a singer while a member of the glee club, of Whitman College.

CITY DADS MAKE NEW RESOLUTION

Members of the council in the past year, according to Mayor Sober, who at a meeting of the body Monday night, have engaged in too much individual work in the discharge of their tasks. Members of important committees, according to the mayor, who gave counsel, members a spirited lecture in urging reform, when confronted with appeals have acted on their own initiative without taking fellow committee men into their confidence. The mayor's appeal resulted in the councilmen expressing a willingness to subscribe to a New Year's resolution to act the coming year only on full committee authority.

The council session Monday night adopted a budget as tentatively drawn and which will require a total tax levy of \$48,942.

The council is now engaged in formalities preliminary to establishing a sewer district on the Heights residence section. While the population in the area is not heavy at present, it is one of the fastest growing residence districts in town.

C. O. Huelsat was a business visitor in Portland last week.